Amendments to the Specification:

Please add the following new paragraph before paragraph [0001]:

[0000.5] BACKGROUND OF THE INVENTION

[0000.75] 1. Field of the Invention

Please add the following new paragraph after paragraph [0001]:

[0001.5] 2. Description of the Related Art

Please add the following new paragraph after paragraph [0008]:

[0008.5] SUMMARY OF THE INVENTION

Please add the following new paragraph after paragraph [0020]:

[0020.5] BRIEF DESCRIPTION OF THE DRAWINGS

Please add the following new paragraph after paragraph [0028]:

[0028.5] DETAILED DESCRIPTION OF THE INVENTION

Please add the following new paragraphs after paragraph [0050]:

[0051] CLAIMS

[0052] We claim:

Please replace paragraph [0039] with the following amended paragraph:

[0039] In the initial configuration illustrated in FIG. 3, the chamber 20 is filled with gas, and most preferably air (the sleeve 25[[.]] thus being an inflatable element), at a predetermined pressure, and the gas feed tube 39 is fluidly connected to the pilot tube 38, so that the valve chamber 34 has a gas pressure equal to that of the chamber 20. Typically, in this condition, the second valve arrangement 40 is arranged to prevent fluid communication between the gas feed tube 39 and the gas supply tube 42, whilst also preventing fluid communication between the pilot tube 38 and the gas supply tube 42. However, in an alternative arrangement, it is envisaged that the second valve arrangement 40 could, during normal running of the motor vehicle, be arranged to connect fluidly both the gas feed tube 39 and the pilot tube 38 to the gas supply tube 42, so that the gas supply unit 43 could be operated to maintain and control the pressure of gas within the chamber 20 and hence also within the valve chamber 34, for example, to suit particular driving conditions.

Please replace paragraph [0041] with the following amended paragraph:

[0041] Returning now to consider the safety-arrangement as a whole, with reference to FIG. 3, when the sensor 10 senses the possibility of a potential accident situation involv ing the motor vehicle, the sensor 10 generates a signal on line 11 which is input into the actuating arrangement 12. The actuating arrangement 12 preferably takes the form of a solenoid arranged to actuate the second valve arrangement 40 upon receipt of the signal from sensor [[as]] 10, so as to close the gas-feed tube 39, isolate the pilot tube 38 from the gas supply tube 42, and fluidly to connect the pilot tube 38 to the outlet vent 41. Upon moving the valve 40 to such a position, the internal volume of the valve chamber 34 is allowed to vent to the atmosphere, thereby reducing the pressure of gas in the valve chamber 34 below the pressure of the gas in the gas-filled chamber 20, which, in turn, causes the main valve arrangement 26 to actuate as described above, opening up the gas path between the membrane 36 and the valve seat 32.